

SOUTELLE & BURR, PROPRIETORS
C. A. SOUTELLE, EDITOR
All business letters should be addressed to Soutelle & Burr, and communications intended for publication should be addressed to "Editor, Whig and Courier."

MONDAY, JULY 8, 1880.

Let us Have the Reign of Law in Bangor.

When the WHIG AND COURIER on the 22d ult. cordially approved "the action of the city authorities in enforcing 'liquor-saloon selling,'" the Commercial made haste to publish its dissent, and has wandered off into irrelevant discussion of the views of people in other States, and of the relative merits of Prohibition and Liquor. As we have been dealing with matters of fact, however, and not with theories abroad, we have held our controversy down close enough to compel its tacit admission of the truth of our original proposition as follows:

"That there is no place to main in favor of James-elling."

That it is patent that liquor-saloons increase that eat into the life of a community, is evident.

That every interest of family, or business, of good morals, of happiness of young, or old is grievously assailed and impeded by the dealing out of intoxicating drink.

By the exercise of the authority of the law the liquor-saloons of Bangor have been practically closed for more than ten days past, and the beneficial effect has been the chief topic of congratulation among our people. We want them kept closed. The Commercial evidently wants them opened, though instead of saying so frankly, it drapes its championhip of the rum-shops with the thin disguise of an advocacy of license laws. Of course the only arguments it can bring are the broad-headed ones that have been torn to shreds time and again—and what's sorry set of hog-herly pleases they are, for the rum-shops to offer intelligent people—that with a select corps of rumsellers, duly "commissioned" to establish a monopoly of the "powers that eat into the life of a community," they would sell better liquor than the expense of enforcing the law would be saved, and this a part of the blood-money drawn from the treasury of the Industrial and Naval of the State would be paid into the public treasury!

But the question of theories or systems apart now before us, and cannot be made practical until this time. Whatever our contemporary's preferences may be, there is no excuse here why Maine, but the prohibition of the liquor traffic is imperatively required by the law which collects and private citizens are equally bound to obey.

Certainly the most ardent advocate of license must concede that until the law is changed the existing law of prohibition must be obeyed, or we must have absolute lawlessness in regard to the liquor traffic.

There is no other law, except the law of prohibition, that whoever opposes the enforcement of that law thereby favors rankling the liquor saloons utterly independent of law—a law unto themselves.

It has been demonstrated that our authorities have the power and the ability to enforce the law; to retrieve the good name of our city; to stop the blight that has been growing with the increase of the patient traffic; to shield hundreds of unfortunate from ruinous temptation; to let the sunlight into homes of misery; to relieve the community of the great proportion of disorders and crimes that are directly due to the sale of intoxicating liquors.

We fully believe that an overwhelming majority of the best men, women and youth of our city, without regard to class, sex, or faction, earnestly desire that we may have the reign of law in Bangor.

Equally firm is our belief that we will have such a reign of law if the order-braying people of our city take active measures to refute the theories which declare them in sympathy with the saloons or in opposition to the same.

It is indicated very gently that every saloon in the city will be thrown open Monday and a test made to see what is to be done.

The tendency to say that any such brazen defiance of the law will bring a very emphatic demonstration of "what is to be done."

A Threat of Duplicity.

It has been given out in divers mysterious ways that the stock-keepers of this city have proposed to reopen their traffic to-day, a writer to one of the Boston Sunday papers saying:

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Telegraphic Slip.

The New York World is a bright paper to pay for the telegraphing of such nonsensical dovel as a "special" from this city printed in its Saturday issue. With startling emphasis the doleful states:

"Secretary Blaine seems to be seriously considering the possibility of going to far Harbor. He says he and hardly anyone in Boston knew that he was coming, so no one met him, and none of his friends called him while he was here."

It appears that Secretary Blaine arrived here at 3:22 P.M. on the fast express, and left here at 3:33 P.M. for Bar Harbor, and as none of his friends knew that he was coming, it would not seem to an ordinary intellect remarkable that they did not call upon him while he was here," which was during the eight minutes required to attack the parlor car to the Bar Harbor train.

If the world can sway that correspondence, the dog, it had better close the bargain and then chloroform the dog.

The Failure of the Chicago.

REPORTS WHICH HAVE TO BE REPEATED WEEK IN THE PLAINS ACCREDITED BY SECRETARY WHITNEY.

A Bar Harbor despatch says: "In about a fortnight the cruiser Charleston will be ready to make her second trial trip. Minister Scott, of the Union Iron Works, has advised the alliance he has made in regard to the cruiser's failure to develop the required horse-power. He said the fact that the Navy Department had granted a few days ago four months' extension of time on the contract was a practical indication that the plans were faulty, and he lays the blame for the necessary changes that have had to be made directly upon the shoulders of Secretary Whitney. Mr. Scott said that Mr. Whitney learned after he had bought the plan-

that the Nantico-Kan could only develop the requisite horse power after many changes and twenty-two trials. It is noted that a set of indicator cards, but the engine firm refused to furnish them. Mr. Scott added:

"I know the vessel couldn't do what was asked of her when she started. The plans were asked for by the Secretary. When various builders were asked for their opinion of plans, my opinion was that in their then condition they were impracticable. From such an opinion, such an observation, I have come to the conclusion that San Francisco is proceeding along the lines of the design of plans and the large builders of the East drew down upon my mind considerable editorial comment. I have, however, said, that all he could build a cruiser from the Nantico-Kan."

The Baltimore has not yet been launched, and he has been working on her eighteen months. When I secured the contract and had the vessel well under way, it could be seen that she was not up to the standard of the requirements which we have to remedy and enabled him to comment thereon to have the plans changed. He, however, was afraid that if she should not prove a success the English would not buy her. I have thrown out the lines of failure."

Mr. Scott added that the alterations referred to in the machinery were in the main and slides. The former were found to be horizontal into the ship, and were made to be vertical, so that the water would not be removed and new ones cast, the latter being made hollow so as to allow the circulation of water through them. This will give a saving of weight and another trial will be given in about two weeks. The cost of these alterations will fall on the Government, as the contractors filled all the requirements. Child Englehardt, of the Coast Guard, arrived from Washington and reported that the Nantico-Kan, which had been detailed to superintend the fitting of the coast defense force, had been released.

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Connections—DELMAN AND BAR HARBOUR. Correspondence will be sent to the steamer CYMBRIA, at Portland, Me., and to the steamer CYMBRIA, at New York, with Dorothy's Slave for Bar Harbor, and to Mr. A. C. Carter's Agent for Sagamore.

NOTICE. STEAMER HENRY MORRISON does not call at Bar Harbor, but at Sagamore, North Haven, or at Rockwood.

STEAMER RAILHOU, Great Manager, Ticket Agent, Bangor.

STEAMER CYMBRIA, Captain, July 8.

ALL NEW! Must be sold before July 4th. Half Price.

STUART BROS., STATE STREET.

Water Takers.

You are hereby reminded that the water rates for the quarter commencing July 1st, 1880, will be increased on that day, and that the rates will be increased on July 1st, 1881.

JOHN W. SNOW, Collector, June 1.

THE COTTAGEERS.

JOHN E. BRING, of Bangor, is here with a portion of his family, employing his beautiful and attractive cottage and grounds.

WILLIAM DEANE, Esq., of New Haven arrived Saturday with his wife and daughter and commenced fitting his beautiful cottage, and Rev. Dr. Hawley, of Lynn, Mass., is expected here Monday with his family.

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